

GILLESPIE FIELD: CAJON AIR CENTER

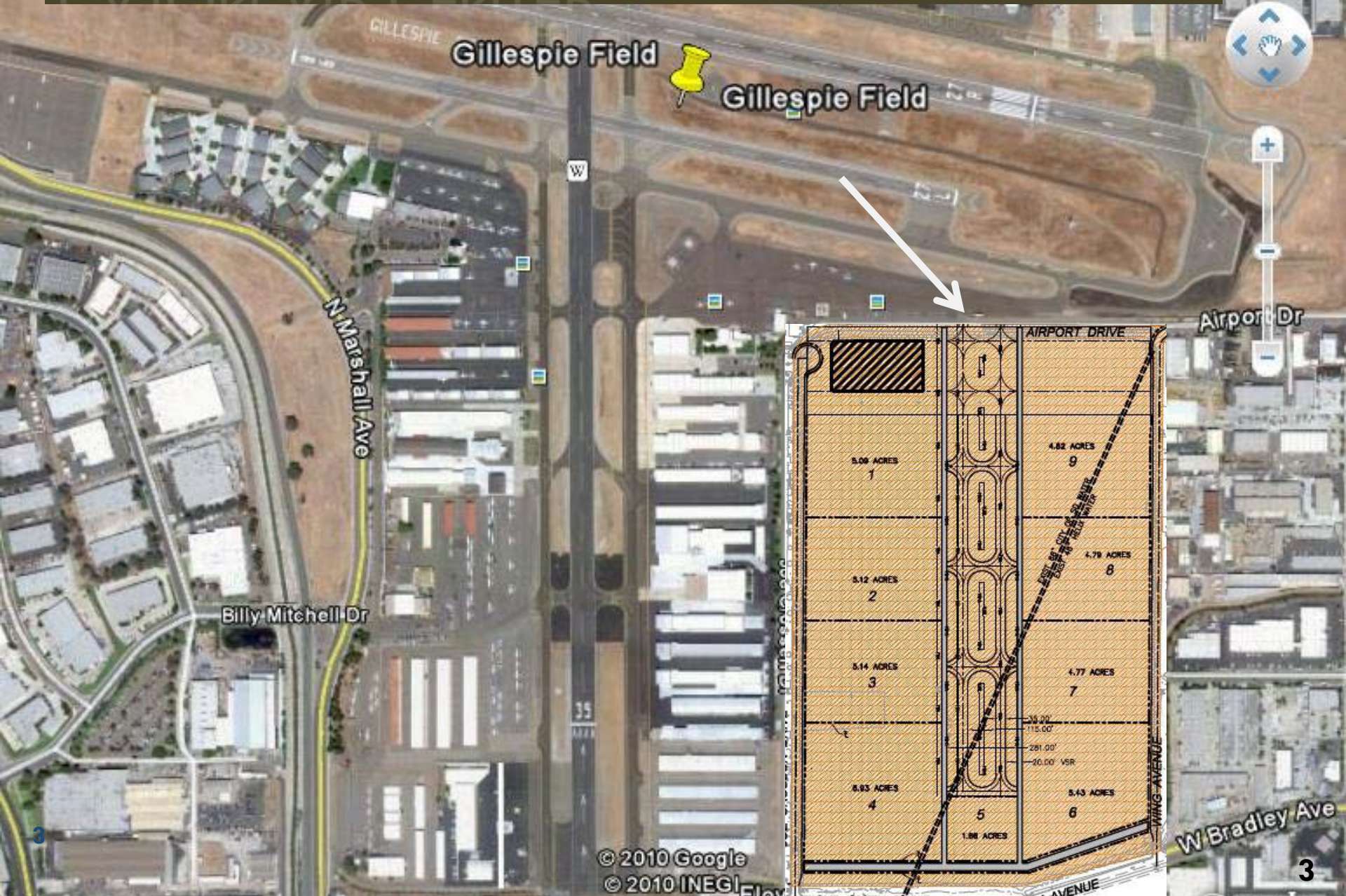
March 15, 2011

Gillespie Field Development Council

Cajon Air Center: Overview

- Purpose
- Background
- Environmental
- Design/Phasing
- Private Development
- Benefit/Cost
- Schedule
- Funding
- Conclusion & Next Steps

CAJON AIR CENTER



FAA Letter of Instruction



U.S. Department of Transportation
Federal Aviation Administration

June 20, 2005

Mr. Peter Drinkwater
Airports Director
Gillespie Field Administration Bldg.
1960 Joe Cossart Drive
El Cajon, CA 92020-1236

Dear Mr. Drinkwater:

Gillespie Field Redevelopment of Cajon Property

We are replying to your letter dated June 15, 2005, that described San Diego County's plan to begin demolition and cleanup of the Cajon property, including the entire Cajon Speedway facility. The County wishes to begin redevelopment of the property for aviation as soon as the lease for the Cajon Speedway expires on August 15, 2005. Clearing the property now of non-aviation facilities and obsolete infrastructure will facilitate redevelopment of the entire parcel for aeronautical purposes and make the airport safer for aircraft operations. The County believes that redevelopment will be unnecessarily delayed if the Cajon cleanup is postponed until the new Master Plan and the federal and state environmental documents have been completed.

The Federal Aviation Administration concurs with the County's plan because it represents an action that complies with the County's obligation to operate Gillespie Field for aeronautical purposes. The approved Airport Layout Plan designates the Cajon property for aviation use, so it is presently obligated as an airport-use area. As a result, the County is obligated to redevelop the area for aeronautical activities. The Master Plan and environmental reviews do not prevent the County from commencing with the cleanup of the Cajon property. The sooner that redevelopment commences, the sooner the property will be available for aeronautical purposes.

The Cajon property has been used for non-aviation purposes for half a century as a result of a long-term lease that prevented the property from being used for airport purposes. Once the lease expires and the agreement that prevented the property from being used for airport purposes is no longer in effect, the FAA expects the County to comply with its airport obligations and not reintroduce any non-aviation uses to the property.

The Cajon property is needed for aviation. The highest and best use of the property is aviation. The County is obligated to use the property for aviation. Therefore, the FAA applauds the County for planning to redevelop the property for aeronautical uses as quickly as possible.

RECEIVED

JUN 22 2005

GILLESPIE FIELD

Western-Pacific Region
Airports Division

Federal Aviation Administration
P.O. Box 92057
Los Angeles, CA 90009-2057

In addition, the FAA does not contemplate granting approval for any non-aeronautical use of the property, on an interim basis or otherwise. The FAA expects the County to operate Gillespie Field for airport purposes.

In conclusion, the FAA does not object to the County's plan to begin initial redevelopment of the Cajon property as soon as the lease on the property expires.

Sincerely,

Tony Garcia
Airports Compliance Specialist

Cajon Air Center: Background

- FAA Letter of Instruction – June 20, 2005
 - ▣ “[The Cajon Air Center project] represents an action that complies with County’s obligation to operate Gillespie Field for aeronautical purposes”
 - ▣ “the County is obligated to redevelop the area for aeronautical activities”
 - ▣ “FAA expects the County to comply with its airport obligations and not re-introduce any non-aviation uses to the property”
 - ▣ “The highest and best use of the property is aviation.”
 - ▣ “FAA applauds the County for planning to redevelop the property for aeronautical uses as quickly as possible”
- 50-year lease with Cajon Speedway ended August 2005

Gillespie Field Development Council

- “The Gillespie Field Development Council strongly supports the development of the former Cajon Speedway property for aeronautical use. This development is needed to meet the needs of the aviation community at Gillespie Field.” (5/29/08)

Cajon Air Center: Purpose & Need

1. Meet existing and FAA forecast demand

- ▣ Existing based aircraft operational constraint

- Source: *Constrained Aviation Activity Forecasts* (Ricondo 9/9/08)

- ▣ Not capacity-inducing— accommodates natural growth

- ▣ 70-acre redevelopment within existing Airport footprint

- ▣ P&D Narrative Report - Economic Impact Study

- Analyzed benefits and costs of Gillespie Field including Cajon Air Center

- “The economic activities of the aviation and non-aviation land uses at Gillespie Field Airport are generating significant local, state, and Federal government revenues.”

- (CIC p.27, 5/22/03)

Cajon Air Center: Purpose & Need

8

2. Comply with federal grant assurances
“highest and best use” of airport property
3. Comply with FAA safety regulations by acquiring
properties within the RPZs and RSAs
4. Update 1986 Master Plan

Land Acquisitions/ Avigation Easements



Cajon Air Center:

Environmental Background

- ❑ November 2005: County issued NOP for CEQA document
- ❑ Sept. 2007: 1st FAA review of Draft PEIR/EA
- ❑ March 2010: FAA LOB and Regional Review (5th review)
- ❑ April 2010: County submitted 6th iteration of the Public Review Draft EA to FAA
- ❑ August 2010: Additional Hazardous Materials study
 - Awaiting FAA funding to commence NEPA HazMat analysis

Cajon Air Center:

Environmental - Next Steps

- ❑ FAA issues \$200K grant asap
- ❑ June 2011
 - ❑ County completes additional NEPA HazMat assessment and submits revised PEIR/EA
- ❑ August 2011
 - ❑ FAA concurs with PEIR/EA and commences Public Review.
- ❑ FAA issues FONSI
 - ❑ December 2011

Cajon Air Center: NEPA Environmental Funding

Estimated Environmental Project Cost

Total \$2.33M

- \$80,000 (8/23/05)
- \$150,000 (7/14/06)
- **\$200,000 (ACIP 2011: Haz Mat)**
- **\$1.9M : Request for ACIP 2012**

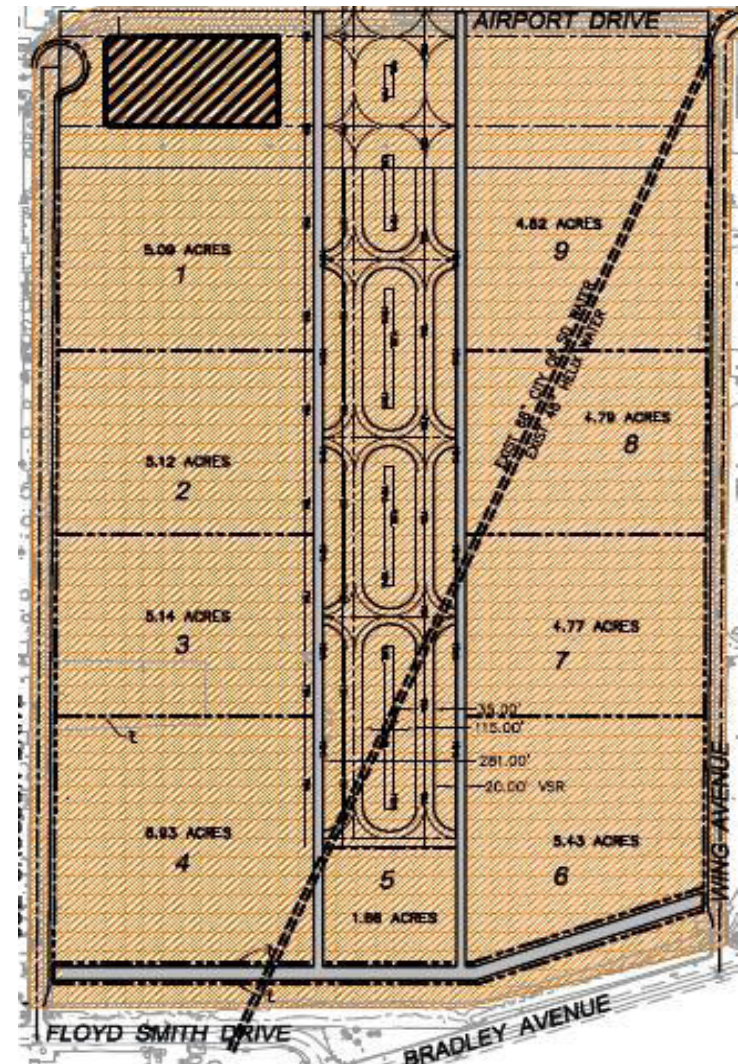


Scale: 1"=1000'



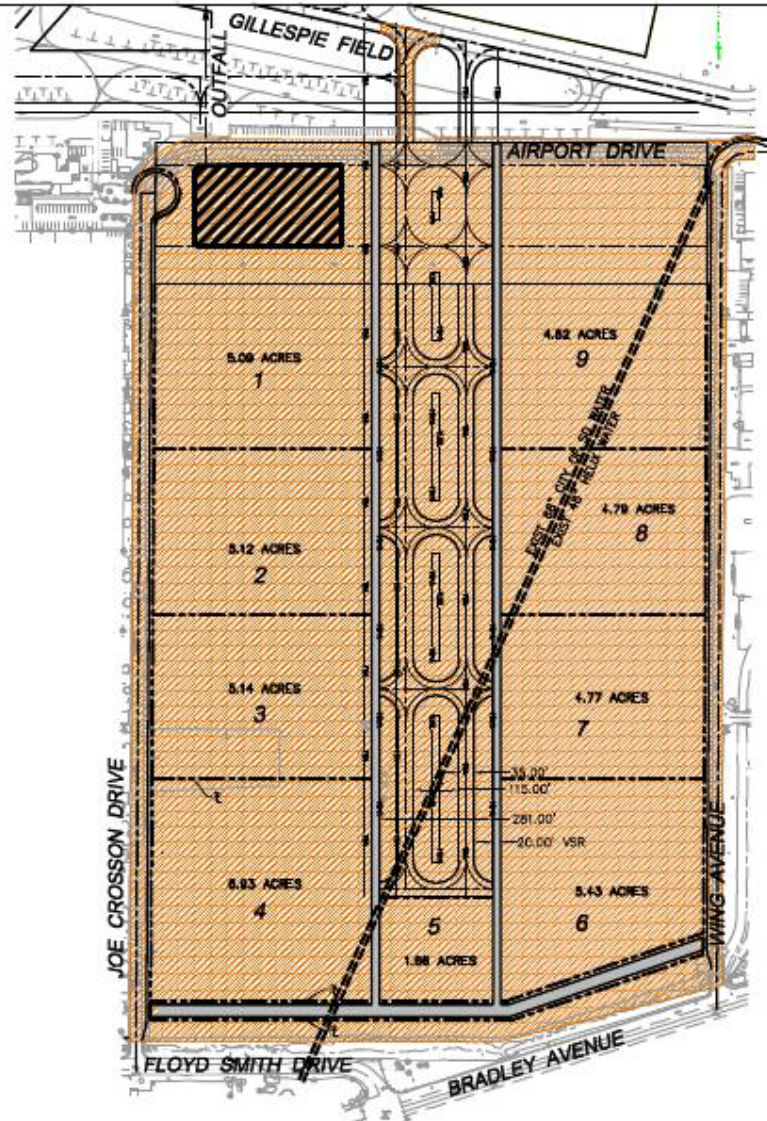
Cajon Air Center: Project Phases

- *Phase I: Design and Environmental*
- *Phase II: Grading and Drainage*
- *Phase III: Apron, Taxiway and Prep of Parcels 1, 2, 8 & 9*
- *Phase IV: Taxiway and Prep of Parcels 3, 4, 5, 6 & 7 (Future)*
- *Phase V: Private Development*



Cajon Air Center: Phase I - Design

- **Design cost:** Estimated \$1.8M Requested in ACIP 2012
- **Designer:** Kimley-Horn and Associates under a competitively bid contract for as-needed services
- **Time Needed:** 12 months



Scale: 1"=450'

PHASING IMPROVEMENTS

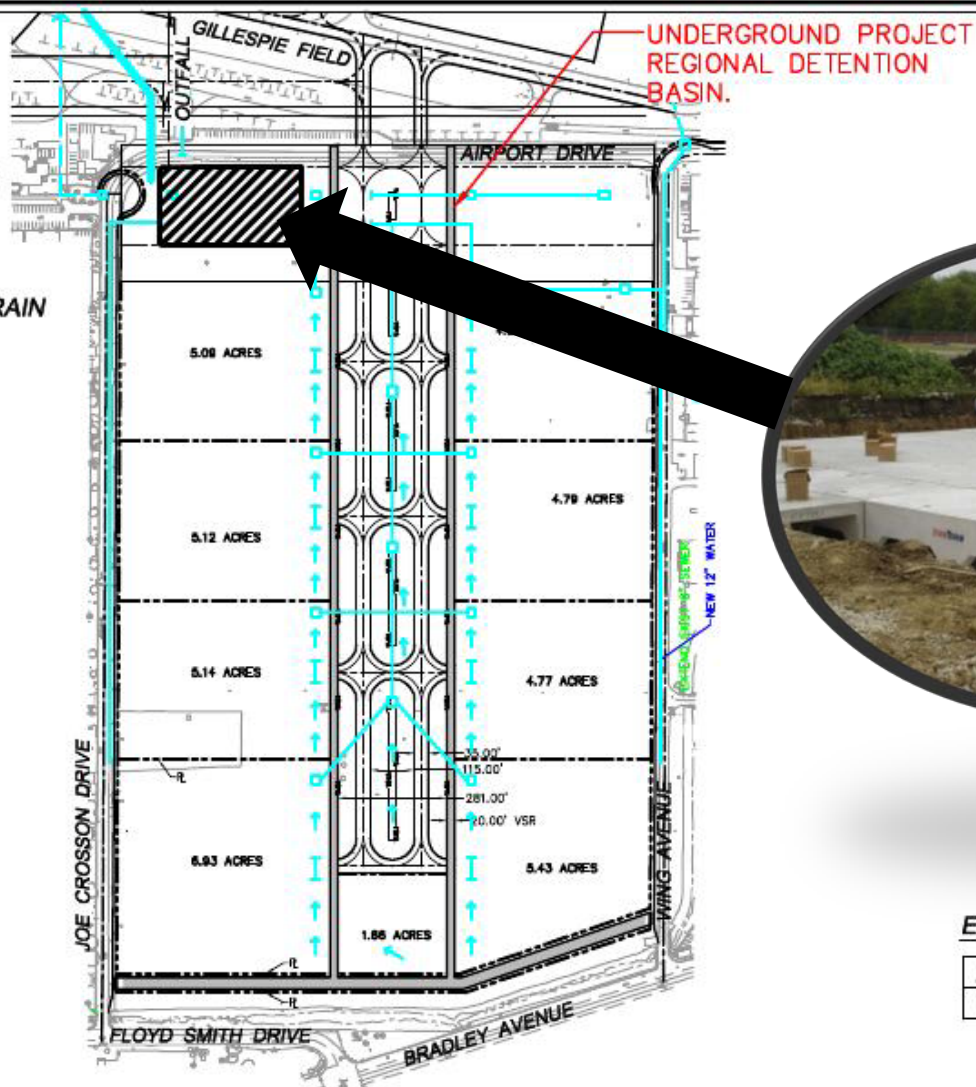
Phase II

- Storm Drain Outfall
- Underground Detention Basin
- Storm Drain Stubs for future connection
- Grading of entire site
- Close Airport Drive
- Joe Crosson Improvements
- Wing Avenue Improvements

Cajon Air Center

LEGEND

- CATCH BASIN
- SD NETWORK
- VEGETATED SWALE
- | CULVERT UNDER TAXI-LANE
- EXISTING STORM DRAIN

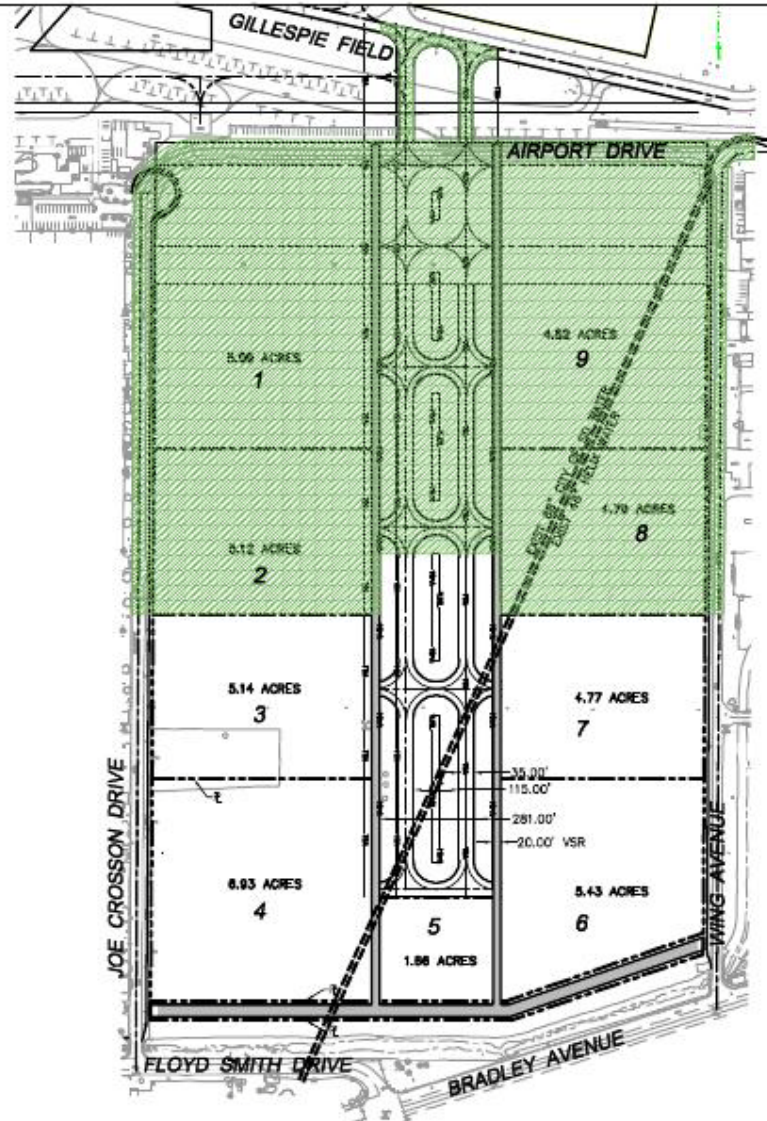


NOTE:
UTILITIES SHOWN
ARE SCHEMATIC.



ESTIMATED GRADING QUANTITY

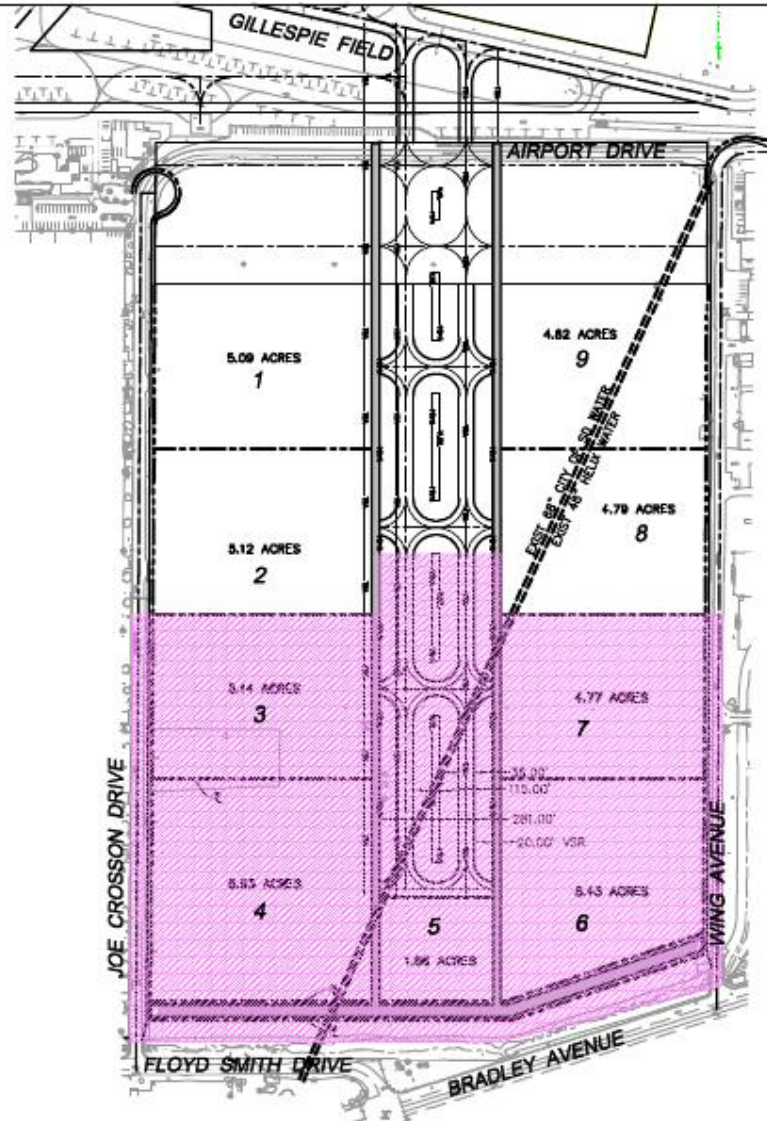
IMPORT (CY)	TOTAL (CY)
81,000	200,000



PHASING IMPROVEMENTS

Phase III

- Transient Ramp and Taxiway to serve parcels 1, 2, 8 & 9
- Parcels 1, 2, 8 & 9 graded
- Sewer, Water, Storm Drain, Dry Utilities for parcels 1, 2, 8 & 9



Scale: 1"=450'

FUTURE DEVELOPMENT IMPROVEMENTS

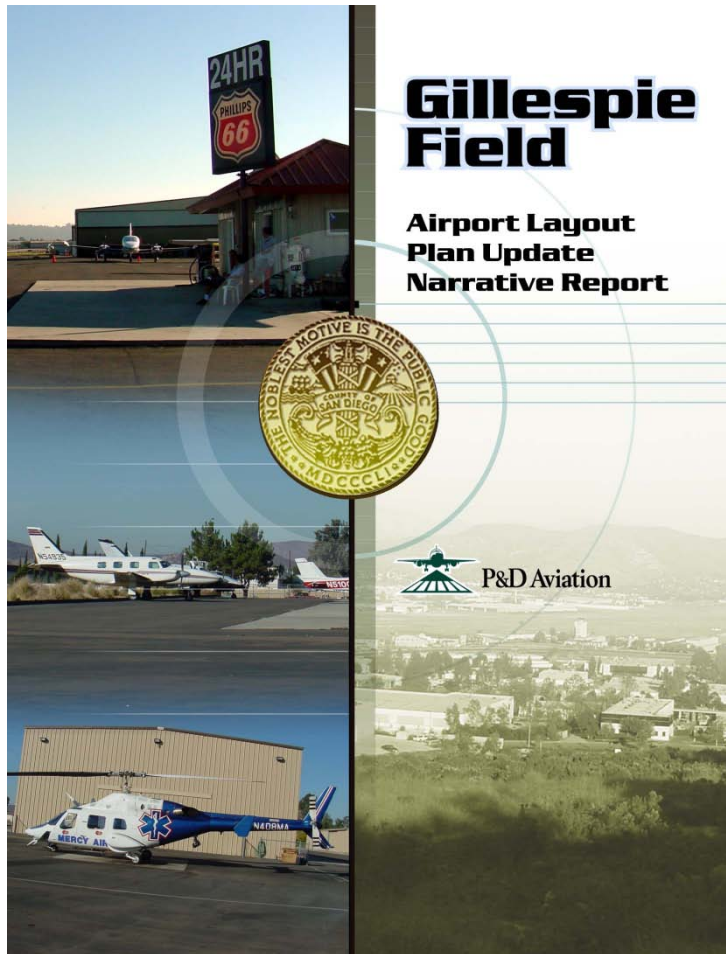
Phase IV - Future

- Taxiway to serve parcels 3, 4, 6 & 7
- Parcels 3, 4, 6 & 7 graded
- Sewer, Water, Storm Drain, Dry Utilities for parcels 3, 4, 6 & 7

Cajon Air Center: Total ACIP Costs

Phase	Description	Total Cost (in millions)	ACIP
	Grants already received	\$0.23	Past
	NEPA Haz Mat Studies	\$0.2	2011
I	Environmental and Design	\$3.7	2012
II	Grade Entire Site Drainage Improvements Street Improvements	\$15.0	2013
III	Taxiways, Ramps and Utilities associated with Parcels 1, 2, 8 & 9	\$11.5	2014
IV	Taxiways and Utilities associated with Parcels 3, 4, 5, 6 & 7	Future	Future
Grand Total			\$30.63

Cajon Air Center: Private Development



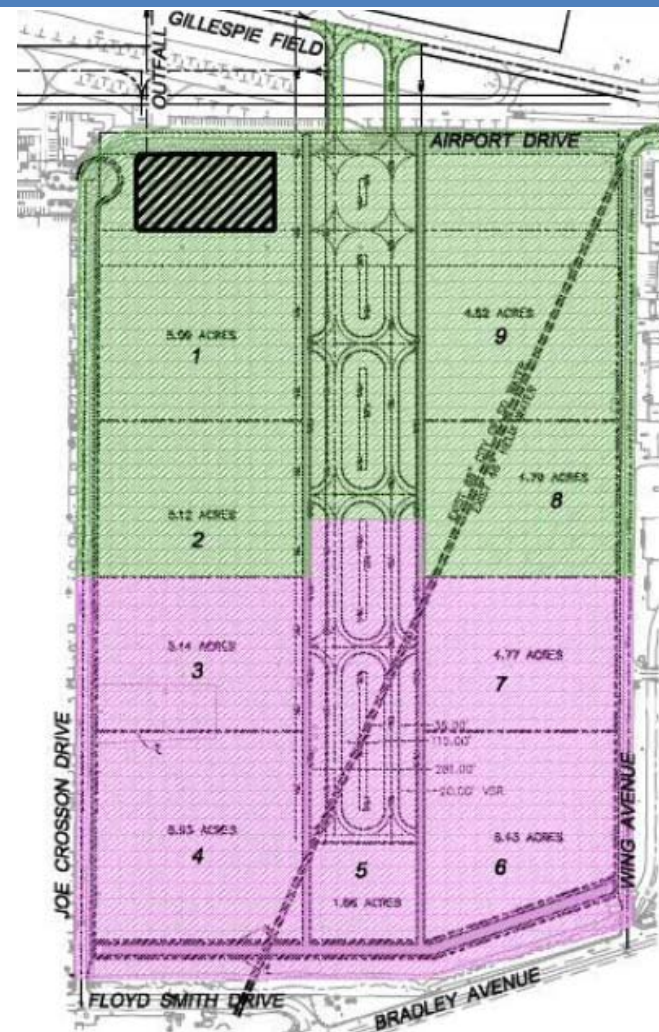
- ❑ GF Narrative Report completed 2005 by P&D Aviation
- ❑ Aviation Demand forecasts through 2025
- ❑ Established current deficiencies in T-hangars and conventional hangars
- ❑ Demand for hangars will increase by 2025/2027

Forecast of Gillespie Based Aircraft

Aircraft Type	2000	2007	2012	2025	2027
Single Engine Piston	685	785	863	1,025	1086
Multi Engine Piston	41	48	53	68	72
Turboprop/Business Jet	11	23	30	45	48
Rotorcraft	28	32	36	48	51
Other	9	10	10	11	12
Total	774	898	992	1,198	1,269

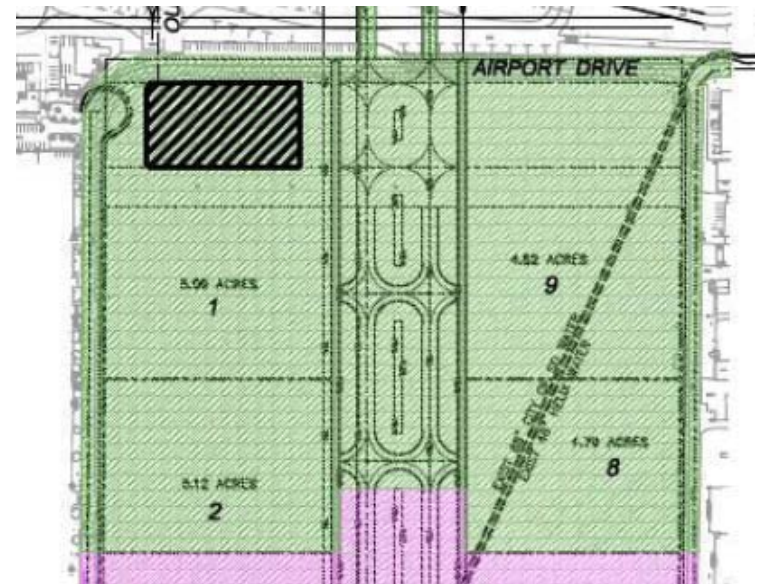
Cajon Air Center: Private Development

- Continue successful model of Public/Private Partnership
- 44 acres 9 parcels for private development
- Annual revenue \$792K
- Private investment \$67M
- Jobs 1,200 construction, 440 aviation
- Annual tax increment \$670K



Cajon Air Center: Private Development

- 4 parcels in initial development phase - Total 19.82 Acres
 - ▣ \$285K annual revenue
 - ▣ \$27.2M in private investment
 - ▣ 700 construction jobs / 200 aviation jobs
- Meets Gillespie Field needs for years to come



Cajon Air Center: Development Mix

New Development to Keep Current Fleet Mix



**T -Hangars and Box
Hangars**



Cajon Air Center

Development Mix



Maintenance
Hangars

Aircraft Tie-Down
Ramps



Cajon Air Center

Development Mix



Jet Center
Helicopter
Facilities



Cajon Air Center:

Request for Proposals

- ❑ Interest from over 135 potential developers
- ❑ Request for Proposals (RFP) used for selection
- ❑ Developers will submit proposals in response to published criteria
- ❑ Best proposals selected
- ❑ Phase III funding in place before agreements
- ❑ Publish RFP 2014
- ❑ Begin private construction 2015

Benefits of Cajon Air Center

- ❑ Meets forecasted growth, regional goals, TAF
- ❑ Increased facilities for General Aviation
- ❑ Annual revenue - \$285K initial/\$792K project
- ❑ Private investment - \$27M initial/\$67M project
- ❑ Annual tax increment- \$272K initial/\$670K project
- ❑ Cajon Air Center project jobs
 - ▣ Construction - 700 initial/1,200 project
 - ▣ Aviation - 200 initial/440 project

Benefits of Cajon Air Center

- Economic Impact Study prepared by CIC Research
- Annual Gillespie Field Economic Benefit
 - ▣ Direct \$403M / 3,164 jobs
 - ▣ Total Economic Activity \$919M / 6,250 jobs
 - ▣ Gov Revenue \$9.9M local / \$51.2M federal/state
- 2025 (After Development) Annual Projection
 - ▣ Direct \$530M / 4,190 jobs
 - ▣ Total Economic Activity \$1.2B / 8,250 jobs
 - ▣ Gov Revenue \$13M local / \$67.2M federal/state
- No need for a further formalized BCA

Cajon Air Center: Funding Schedule

Phase	Description	Total Cost (in millions)	ACIP
	Grants already received	\$0.23	Past
	NEPA Haz Mat Studies	\$0.2	2011
I	Environmental and Design	\$3.7	2012
II	Grade Entire Site Drainage Improvements Street Improvements	\$15.0	2013
III	Taxiways, Ramps and Utilities associated with Parcels 1, 2, 8 & 9	\$11.5	2014
IV	Taxiways and Utilities associated with Parcels 3, 4, 5, 6 & 7	Future	Future
Grand Total			\$30.63

Cajon Air Center: Total Funding Request

- Funding plan per ACIP
 - ▣ Environmental = \$2.3M
 - ▣ Design = \$1.8M
 - ▣ Construction = \$26.5M

TOTAL = \$30.63M

Requesting \$29.13M from FAA

AEF will pay \$1.5M

Cajon Air Center:

Conclusion & Next Steps

- ❑ FAA issues \$200,000 funding for ACIP 2011 to complete HazMat studies and NEPA
- ❑ FAA funds \$3.7M for ACIP 2012 for Environmental and Design
- ❑ FAA agrees to potential funding as shown in ACIP 2013 and 2014

THANK YOU.